RELIEF SHIP IS IN RIVER FOR SUPPLIES

British Tramp Cranley Enters Columbia After Dodging Shots of Emden.

LOADING TO BEGIN AT ONCE

Committee Has $11,000 on Hand to Supply Cargo—Piles of Foodstuffs Await Transfer From Municipal Dock to Vessel.

Coming to carry Oregon's contributions of foodstuffs and clothing to the starving Belgians, the British tramp steamer Cranley entered the Columbia River early yesterday and left Astoria at 1:15 P. M. for Portland. She was due here during the night.

The steamer will berth at the Portland Flouring Mills dock and, after discharging ballast, will take op her load of relief supplies at Municipal dock No. 1. The Cranley has a gross tonnage of 4644, is 390 feet long, with a beam of 51.5 feet and of 26.5 depth of hold. The steamer was built in 1903 and is given an AA-1 rating by Lloyd's.

German Fire Hits Cranley.

The steamer, it was reported at Astoria yesterday, had a brush with the German cruiser Emden off Penang, on the west coast of the Malay Peninsula. The commerce destroyer of the German fleet fired several shots that struck the Cranley, but she managed to escape without serious damage and refitted at Moji, Japan, where she took on coal. The trip across the Pacific was made without incident in 19 days.

Half of the Cranley's cargo will be taken on at Portland. Contributions to the fund being collected for Belgian relief by the Oregon committee now amount to $40,000 in cash and foodstuffs. The cash will be spent for food materials and clothing and the balance of the half cargo will be made up by Theodore B. Wilcox from a special fund sent him by the Commission for Belgian Relief, an international body comprising the American, Italian, Spanish and French commissions, of which Mr. Wilcox is a member.

Oregon Committee Has $11,000.

The remainder of the cargo will be loaded at San Francisco and San Pedro, Cal., and will consist of tinned fruits and vegetables. The destination of the Cranley is Rotterdam.

The Oregon committee has $11,000 on hand to spend in securing the Cranley's cargo. This is in addition to the large quantities of flour and other foodstuffs on hand at the Municipal dock awaiting transfer into the hold of the steamer. The money will be spent in the purchase of condensed milk, flour, blankets, food peas and dried fruit. The amount to be spent by Mr. Wilcox in completing the cargo is not yet determined, but he will draw upon a reserve of $500,000 sent him for the purpose by the commission from London.

Time to Give Is Limited.

The Oregon committee wants it understood that all supplies destined for loading aboard the Cranley should be delivered at the Municipal dock not later than one week from yesterday in order not to be too late for shipment, and cash contributions should be sent in to Chairman Samuel Hill at once, so as to allow time to purchase and deliver supplies at the dock before next Monday. It is expected that the steamer will be dispatched in about a week.

The Oregon committee reported yesterday generous contributions from many sources. Both money and provisions were received. A letter from the Belgian relief committee, Preston, Idaho, accompanying contributions, read:

"This flour has been secured by donation from nearly every family in the county, each giving one sack of flour or its equivalent in money. In area Franklin County is the smallest county in the state, but it has a class of citizens that for public spirit and enterprise cannot be surpassed in Idaho. One small precinct in the county averaged 25 cents for every man, woman and child in this fund."

Contributions Grow Fast.

Contributions to date for the Belgian fund are:

Previously acknowledged		$11,093.97
G. P. H., Portland		.50
Cash		1.00
Cash		1.00
Cash		5.00
Helen McIver, Portland		2.00
Mrs. N. D.		2.50
Cash		1.00
J. D. Young, Portland		10.00
Cash		50.00
E. N. Crockett, Portland		5.00
Mrs. R. M. Jones		2.00
Ruth M. Borland		5.00
Cash		10.00
Eva F. Cox, Portland		5.00
Mrs. Carrie M. Ogle		5.00
M. R.		1.00
Susan W. Moore, Baker City		5.00
Jones' Cash Store, Portland		10.00
C. A. Mackenzie		10.00
Lincoln St. M. E. Sunday School Portland		4.10
Roy M. E. Primary S. S. Class, Mrs. David Hilts and Mrs. William Skene and family, Roy, Or.		4.00
Received through Silverton Belgian Relief Committee:		
R. G. Allen	$ 1.00	
William Brinkmeyer	2.00	
T. H. Brakke	1.50	
W. Bowser	1.50	
J. F. Costello	1.00	
Coolidge & McClaine	10.00	
H. Haaland	1.00	
Mrs. Effie Hostetter	1.50	
K. Jenson	1.00	
Lewis Johnson	5.00	
J. P. Larsen	2.00	
Mizpah Circle	5.00	
Mrs. O. Peterson	1.25	
B. J. Sundwuld	1.00	
Evalin Solum	1.00	
H. Skaelver	1.00	
T. J. Sundwuld	1.00	
Ole Terkelson	1.00	
P. J. Talsater	1.25	
John Vaughn	3.00	
Total		45.
Mr. and Mrs. S. B. Hill, Salem, Or.		5.
Received from Women's Section Oregon Belgian Relief Committee, Portland. Miss Henrietta E. Failing, chairman:		
Through Mrs. Thomas Erskine and Mrs. D. W. L. MacGregor	$229.50	
Through Mrs. J. G. Edwards	200.00	
Donation Miss Mary E. Failing	100.00	
Total		529.
E. K., Portland		2.
Friends, Industrial Y. M. C. A., U. S. Army Engrs.' Camp, Dillon, Or.		5.
D. B. McBride, Portland		25.
A Friend, McMinnville, Or.		5.
Miss L. L. Larrabee, Portland		5.
G. E. Ohsfeldt		2.
A. G. Rushlight		5.
Z. V., Rainier, Or.		5.
A Friend, Portland		1.
Received from Belgian Relief Committee, Condon, cash donations from citizens Condon, Or.		107.
Total		$11,979.

FOODSTUFFS.

	Approx. V
Previously acknowledged	$26,395.
Bow W. Moy, Portland, reported 10 sacks flour	12.
A. Rupert Company, Portland, canned salmon, fruits, vegetables	200.
Employes Allen & Lewis, 13 sacks beans	40.
Mrs. A. P. McLaren, Rainier, Or., 1 package clothing	25.
Citizens of Franklin County, Idaho, carload flour, 666 sacks	850.
Citizens of Oregon City, through the Oregon City Belgian Relief Committee, 600 sacks flour	757
Citizens of Newberg, Or., through Newberg Belgian Relief Commit-	

tee: 6 boxes clothing, 1 sack dried fruit, 4 boxes dried fruit, 26 sacks flour, 18 cases condensed milk, 1 case canned goods	250.00
Jobes Milling Company, Portland, 10 barrels flour	60.00
Total	$28,580.84
Citizens of Condon, Or., through Condon Belgian Relief Committee: 22 sacks flour, 1 sack beans	35.00
Total	$28,615.84

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Rose City	Los Angeles	Indeft.
Yucatan	San Diego	In port
Breakwater	Coos Bay	In port
Geo. W. Elder	Eureka	Jan. 22
Roanoke	San Diego	Jan. 24
Bear	Los Angeles	Jan. 27
Beaver	Los Angeles	Jan. 27

DUE TO DEPART.

Name.	For	Date.
Rose City	Los Angeles	Indeft.
Breakwater	Coos Bay	Jan. 19
Harvard	S. F. to L. A.	Jan. 29
Yucatan	San Diego	Jan. 20
Beaver	Los Angeles	Jan. 21
Willamette	San Diego	Jan. 21
Yale	S. F. to L. A.	Jan. 22
Yosemite	San Diego	Jan. 23
San Ramon	San Francisco	Jan. 23
Multnomah	San Francisco	Jan. 23
Geo W. Elder	Eureka	Jan. 24
Celilo	San Diego	Jan. 26
Roanoke	San Diego	Jan. 27
Northland	San Francisco	Jan. 28
Klamath	San Diego	Jan. 30
Bear	Los Angeles	Jan. 31

EUROPEAN AND ORIENTAL SERVICE.

Name.	From	Date.
Glenroy	London	Jan. 25
Rio Pasig	Manila	Feb. 10
Glengyle	London	Feb. 20
Glenlochy	London	Mar. 10

Name.	For	Date.
Glenroy	London	Jan. 30
Rio Pasig	Kobe	Feb. 15
Glengyle	London	Feb. 28
Gleenlochy	London	Mar. 23

COMMISSION WILL RESIGN

Board Regulating Sailor Boarding-Houses Finishes Work.

Though serving without emoluments, the members of the Oregon State Sailor Boardinghouse Commission, composed of J. W. Ganong, vice-president of the Portland Flouring Mills Company; D. C. O'Reilly, of the Diamond O line and Port of Portland Commission, and J. A. Madsen, secretary-treasurer of the Pacific Coast district, International Longshoremens' Association, have decided to tender their resignations to Governor Withycombe because they were appointed by his predecessor in office.

Since appointed the members have had to do with the consideration of applications for licenses as shipping commissioners, and as no trouble has arisen in providing ships with sailors, their duties have not been burdensome. It is understood that all will accept reappointment, though making no effort to attract the honor.

Judge McPherson to Be Buried.

RED OAK, Ia., Jan. 18.—The funeral for Smith McPherson, Judge of the United States Court for the Southern district of Iowa, who died last night, will be held at the home here Wednesday, according to plans announced today.

Movements of Vessels.

PORTLAND, Jan. 18.—Arrived—Steamer Yucatan, from San Diego, via way ports; Danish bark Denmark, from Antofagasta.

Astoria, Jan. 18.—Arrived at 10 A. M. and left up at 1:15 P. M., British steamer Cranley, from Hongkong. Sailed at 1 P. M., schooner Wm. H. Smith, for Auckland.

San Francisco, Jan. 18.—Sailed at 9 A. M., steamer Asuncion, for Portland. Arrived at 2 P. M., steamer Bear, from Portland. Jan. 17.—Arrived at 11 A. M., steamer Yellowstone, from Portland, via Coos Bay. Sailed at 10 P. M., steamer Roanoke, for San Diego.

Newport News, Jan. 16.—Arrived British steamer Strathallan, from Portland, for United Kingdom.

Coos Bay, Jan. 18. — Sailed at 11 A. M., steamer Paraiso, from San Francisco, for Portland.

Astoria, Jan. 17.—Left up at 3:30 P. M., Steamer Yucatan.

San Francisco, Jan. 18.—Arrived—Steamers Claremont and Svea, from Grays Harbor; Bear, from Astoria; Bandon, from Yaquina Bay; Tahcee (British), from Milki; Korea, from Hongkong; Samoset, from Omuta. Sailed — Steamers Asuncion, for Astoria; United States ship South Dakota, for Bremerton; Tallac, for Seattle; Carlos, for Grays Harbor.

San Pedro, Jan. 18. — Arrived—Steamers Virginia and Panaman, from New York.

Coos Bay, Jan. 18. — Arrived — Steamer Paraiso, from Astoria.

San Francisco, Jan. 17. — Arrived — Steamers Roanoke, from Portland; Brunswick, from Fort Bragg; Seafoam, from Mendocino; Yellowstone, from Portland; F. A. Kilburn, from Eureka; Oleum, from Astoria; Montanan, from Tacoma; Caspar, from Caspar; Governor, from Victoria. Sailed — Steamers Wellesley, for Eureka; Whittier, for Eureka; Daisy and Gadsby, for Astoria; Noyo, for Mendocino; Redondo, for Coos Bay; Arctic, for Fort Bragg; schooner Solano, for Willapa.

Tides at Astoria Tuesday.

High.		Low.	
3:40 A. M.	8.0 ft.	9:50 A. M.	2.2 ft.
3:20 P. M.	7.8 ft.	10:01 P. M.	0.4 ft.

Marconi Wireless Reports.

All Positions Reported at 8 P. M., January 18, Unless Otherwise Designated.

Lansing, San Luis for Vancouver, 820 miles from San Francisco.

Paraiso, Coos Bay for Portland, 10 miles north Yaquina Head.

Scott, with Acapulco in tow, San Francisco for Nanaimo, off Yaquina Head.

El Segundo, Juneau for Richmond, 547 miles from Richmond.

San Ramon, San Francisco for Portland, 28 miles north Heceta Head.

Multnomah, San Francisco for Portland, off Yaquina Head.

Buck, Monterey for Everett, 640 miles from Monterey.

Drake, with barge 91 in tow, Richmond for Seattle, 116 miles north Cape Blanco.

Elder, Portland for Coos Bay, off Tillamook.

Admiral Dewey, Seattle for San Francisco, five miles south Yaquina Head.

CRANSLEY, SCARRED, HERE

(Continued From First Page.)

tween the Cranley and the Russian cruiser, so that the steamer received the fire from both vessels and one shrapnel shell burst immediately over her deck, doing considerable minor damage. Captain Henderson is a member of the British Naval Reserve and on his arrival in Europe will go into active service.

Collector of Customs Burke, of Portland, who was here paying an official visit to the local Customs-House, accompanied the vessel on its way to Portland.

DUMPING SITE SET

Problem of What to Do With Ships' Ashes Solved.

SEVERAL PLACES VIEWED

Committee Favors Designation of Point Between North Bank and Bridgeport Docks for Disposition of Debris.

One much-mooted question, pertaining to the disposition of ashes collected on ocean steamers while in port, has been settled, at least to the satisfaction of marine and municipal bodies, through the selection of a dumping site between the Spokane, Portland & Seattle dock and the Bridgeport dock, on the West Side, just south of the Willamette bridge of the Spokane, Portland & Seattle Railroad.

An inspection of available sites for dumping ashes from Mock's Bottom to a point opposite Linnton, on the East Side, and from Linnton back to the city on the West Side, was made by Harbormaster Speier, representing the City of Portland; G. B. Hegardt, chief engineer of the Commission of Public Docks; Captain Archie Pease, for the Port of Portland Commission, and the Columbia River Pilots' Association; Roy Groves, of the dredging department of the Port of Portland, and Robert E. Hickson, junior engineer of the staff of Colonel McKinstry, corps of engineers, U. S. A.

Depth Is Abundant.

It was agreed that the space between the two docks afforded plenty of room and there was an abundance of depth for the purpose, while during freshets currents would tend to sweep the ashes toward the beach rather than into the channel.

Willamette Slough, just inside the dyke at the head of it, was suggested, but as that waterway is traversed by small steamers, and by sternwheelers when ice in the river blocks the main channel, dumping there was not favored. Like Mock's Bottom, there were several sites viewed at which it would be necessary for barges loaded with ashes to be landed and the debris moved by wheelbarrows ashore. To such a scheme an objection was raised that those acting as scavengers did not receive sufficient pay for each barge load to warrant towing it a considerable distance and then unloading it by such a slow method.

Recently the United States authorities took action against the owner of a launch that had been used in towing a barge of ashes from a tramp steamer lying here, which was dumped in the stream near the Spokane, Portland & Seattle bridge.

Launch Is Libeled.

The launch was libeled in the amount of a maximum fine provided, $2500. Meanwhile the owner is prevented from using the launch until the case is disposed of. In defense of the action in disposing of ashes in that vicinity it has been pleaded that there was no definite place designated for the purpose, that ships lying in port were prevented from dumping ashes over the side owing to the danger of shoaling in front of docks and that in some cases when ashes had been retained aboard to be dumped when the vessels got to sea, they were not permitted by surveyors to load to their usual marks, no allowance being made for the weight of the ashes.

Colonel McKinstry wrote to the Port of Portland Commission and Commission of Public Docks, suggesting their co-operation in determining the most suitable place. If the recommendations are adopted launchmen handling ash barges will be prohibited from depositing the debris elsewhere.

THICK FOG DELAYS VESSELS

Towing of Sailing Ships Ceases and Steamers Are Tardy.

Dense fog hanging over the river virtually all of yesterday tied up some shipping, especially the movement of sailing vessels, and the Cambusdoon, grain-laden for the United Kingdom, which started down at 1 o'clock in tow of the steamer Ocklahama, was anchored off St. Johns, it not being deemed advisable to continue. The steamer Geo. W. Elder, which got under way early for Coos Bay and Eureka, anchored for a time, but proceeded before noon and was last reported passing Linnton.

The steamer F. B. Jones, with the Danish bark Danmark in tow, which was started from Astoria Sunday morning, had not arrived up last night and no word was received from her. Fog was not so thick in the harbor at times, but hung on below, and about 4 o'clock in the afternoon it was said to have shut down at Linnton again. The steamer Shaver left the Port of Portland drydock with the dredge Columbia, two barges, the tug McCraken and the gasoline tug Astoria in tow about 11 o'clock, bound for Astoria, and is thought to have gotten out of the Willamette.

PILOTS TAKE OVER SERVICE

Port Commission to Sign Pact With Captain Gunderson and Mates.

ASTORIA, Or., Jan. 18.—(Special.)—Captain C. S. Gunderson will go to Portland tomorrow to sign contracts with the Port of Portland Commission whereby the pilotage at the mouth of the Columbia River will be turned over to the pilots.

The rates to be charged are to be the same as are in effect; $1.50 a foot draft and one cent a ton net register, but one difference will be that pilotage on sailing vessels will be charged. At present the pilotage is absorbed.

At least five pilots will be in the association at the start and Captain C. S. Gunderson is to be the port Captain. The others will be Captains R. Swansen, C. E. Anderson, J. Lapping and H. O. Hansen. One or more will probably join later. Under this arrangement pilots will be kept in the offing at all hours of the day and night, the same as when the pilots conducted the independent service years ago. Many persons are of the opinion that the service cannot be made self-sustaining and pay reasonable salaries to the men at the rates decided upon. If that proves true the rates will undoubtedly be increased.

To the Rescue in Blood Diseases

Just the Help Needed to Overcome Worst Troubles.

In S. S. S., the famous blood purifier, is the greatest natural repair crew known. It is an antidote for germs, that once let loose, multiply so fast that a definite disease is apparent over night. And yet so powerful is the influence of S. S. S. that like a vast army it spreads all through the blood, checks disease, opens up all the valves of escape and throws out disease through the lungs, kidneys, bladder, bowels and skin.

Do not become panic stricken if a rash or boils or eruptions inflame the skin. Nature is doing her best but Nature is at the same time calling for help, and in S. S. S. is just the kind of help Nature demands, for it is a pure vegetable remedy with an action that vigorously follows the blood channels and cleans and repairs as it goes along. In every community are people who know this to be true. They have used S. S. S. and are blood clean, through and through.

Get a bottle of S. S. S. today at any drug store. Drive out those destructive germs that cause skin eruptions, sore throat, swollen glands, blood risings, painful rheumatic joints, chronic bronchitis, and most all conditions of disease. Read the folder around the bottle that tells about the great work being done to assist sufferers. If you would know more about the blood and its treatment, write for special book to The Swift Specific Co., 52 Swift Bldg., Atlanta, Ga.

SAILORS PROVE MARRIAGE

Minister Forgets Certificate So Groom Gets Affidavits.

From master to sailor members of the crew of the McCormick steamer Klamath, who were aboard recently when his marriage took place, are being besought by Clyde R. Boni to attest by affidavit that he was duly and regularly married at sea, because the minister who performed the ceremony has failed and neglected to forward a certificate of marriage.

Captain Edward Jahnsen, commodore of the McCormick fleet, was master of the Klamath at the time and is said to have objected to appearing in the role of a marrying skipper, arguing that the young couple could be "spliced" at the first port. Failing to induce the navigator to pronounce the binding words, the groom found a parson aboard and the knot was tied. But since no duly attested certificate has been forwarded. When the Klamath left the river Sunday for California Mr. Boni was aboard. Purser Howard said he remembered that a wedding took place and others of the company, recollected the event, so Mr. Boni will no doubt be able to prove the matrimonial compact.

CAPT. CANN ON BREAKWATER

Captain Macgenn Leaves to Confer With Washington Officials.

Captain Archie Cann, for years identified with maritime affairs of the Columbia River and the Coast, goes out tonight in command of the steamer Breakwater, temporarily relieving Captain Macgenn, as the latter is to enjoy a few land cruises, the first of which will be to Washington, D. C., via San Francisco. En route Captain Macgenn will meet others named as a delegation from Coos Bay to represent that harbor in Washington, where an effort will be put forth to draw greater financial assistance with which to build permanent works.

Damage sustained by the Breakwater on her last voyage does not require immediate repairs, says Captain Macgenn, and the work will be delayed until the overhauling period arrives before she goes on her daylight schedule early in the Spring.

FLEET WILL CHANGE HANDS

Teal to Leave for The Dalles as Soon as Made Ready.

Inability to assemble all persons interested at the same time is given as a reason for papers not having been executed yesterday for the transfer of the fleet of the Open River Transportation Company to the Willamette & Columbia River Towing Company, which will operate the vessels with the steamer State of Washington under the banner of The Dalles-Columbia line, giving a service from Portland to the head of navigation on the Columbia and Snake rivers.

Details of the purchase are said to have been arranged Saturday, and it is the programme to execute the documents this morning. As soon as the transfer is completed the steamer J. N. Teal will be brought from Fulton and prepared for the Portland-The Dalles route, leaving here tomorrow night or Thursday morning.

FOOD SUPPLIES FOR THE AID OF THE STARVING BELGIANS COLLECTED BY ORE

PORTLAND BUSINESS DIRECTORY

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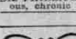

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BICYCLES, MOTORCYCLES & SUPPLIES.
BALLOU & WRIGHT, 7th and Oak sts.

BREAD BAKERY.
Royal Bakery & Conf., Inc., 11th and Everett

BREWERS AND BOTTLERS.
HENRY WEINHARD, 13th and Burnside.

CASCARA BARK AND GRAPE ROOT.
KAHN BROS., 191 Front st.

CEMENT, LIME AND PLASTER.
P. T. CROWE & CO., 45 Fourth st.

DRY GOODS.
FLEISCHNER, MAYER & CO., 207 Ash st.

ELECTRICAL SUPPLIES.
Stubbs Electrical Co., 6th and Pine sts.

GRAIN MERCHANTS.
Albers Bros. Milling Co., Front and Marshall

GROCERIES.
WADHAMS & CO., 69-75 Fourth st.

HAIR GOODS.
WHOLESALE ONLY. 411 DEKUM BLDG.

HATS AND CAPS.
THANHAUSER HAT CO., 53-55 Front st.

HIDES, PELTS, WOOL AND FURS.
KAHN BROS., 191 Front street.

LEATHER AND SHOE TRADE SUPPLIES.
CHAS. L. MASTICK & CO., 74 Front; leather of every description; taps, mfg. findings.

MEN'S AND WOMEN'S NECKWEAR.
Columbia Neckwear Mfg. Co., 83 Fifth st.

IRON WORKS.
PACIFIC IRON WORKS,
PORTLAND, OREGON.
STRUCTURAL STEEL PLANT.
FOUNDRY.

MILLINERY.
BRADSHAW BROS., Morrison and 7th sts.

ORNAMENTAL IRON AND WIRE.
Portland Wire & Iron Wks., 2d and Columbia.

PAINTS AND WALL PAPER.
W. P. FULLER & CO., 12th and Davis.

PAINTS, OILS AND GLASS.
RASMUSSEN & CO., 2d and Taylor sts.

PIPE, PIPE FITTINGS AND VALVES.
M. L. KLINE, 84-86 Front st.

PLUMBING AND STEAM SUPPLIES.
M. L. KLINE, 84-86 Front st.

PRINTERS AND PUBLISHERS.
F. W. BALTES & CO., 1st and Oak sts.

PRODUCE COMMISSION MERCHANTS.
EVERDING & FARRELL, 140 Front st.

ROPE AND BINDING TWINE.
Portland Cordage Co., 14th and Northrup.

SAND AND GRAVEL.
COLUMBIA DIGGER CO., foot of Ankeny.

SASH, DOORS AND GLASS.
W. P. FULLER & CO., 12th and Davis.
Portland Iron Works, 14th and Northrup.

WALL PAPER.
MORGAN WALL PAPER CO., 230 2d st.

WHOLESALE JEWELERS & OPTICIANS.
BUTTERFIELD BROS., MOHAWK BLDG.

VETERAN PILOT IS DEAD

CAPTAIN GEORGE W. WOOD, 71, PASSES AT ASTORIA.

Mariner, Who Served as Columbia Bar Guide for 48 Years, Sucumbs to Pneumonia—Four Bereaved.

ASTORIA, Or., Jan. 18.—(Special.)—Captain George W. Wood, 71 years old, veteran Columbia River bar pilot and tugboat man and one of the best-known mariners on the Pacific Coast, died from pneumonia at his home here shortly before noon today after a week's illness.

Captain Wood was born in Watertown, Mass., March 1, 1844. He was graduated from the Comes Navigation School at Boston May 10, 1862, and immediately thereafter began his seafaring life on the Atlantic. In 1867 he came to Astoria on the Geodetic Survey steamer W. M. Marcy, and had made his home here since that time. He was one of the pioneer pilots and was managing owner of the schooner J. C. Cousins when she was used as an opposition pilot boat, and almost continuously until his last illness he was in the service as a pilot or tugboat captain. In 1889 he was detailed to make the trip to San Francisco as mate with Captain R. E. Howes on the steamer Alaskan, which was wrecked in the voyage, 30 of those on board losing their lives.

For a time Captain Wood was an officer on the old barkentine Jane A. Falkenberg, plying between Portland and Honolulu. Other vessels on which he served were the steamers R. P. Elmore and Geo. W. Elder. Captain Wood was married in this city December 15, 1869, to Sarah F. Welch, who survives him. He is survived also by a daughter, Miss Alice Wood, of this city, a son, Dr. George A. Wood, of San Francisco, and a brother, Charles Horace Wood, of Boston, Mass.

Captain Wood was a member of the Astoria Lodges of Masons and Elks and the funeral will be held Wednesday morning, under the auspices of those orders.

LASBEK IS REPORTED SAFE

Ship Not Portland Bound but at Guaymas Is Belief.

In the latest issue of the New York Maritime Register, published January 13, the German ship Lasbek, first said to have put out from Santa Rosa for Portland October 16, is reported having been at Guaymas November 5, but the publishers caused an interrogation point to be inserted as to the place and date.

When the Lasbek was reported leaving Santa Rosalia October 16, when warships of the allies were known to be patrolling the Coast, shipping men were fearful that she would be picked up or sunk. As time passed there were fears that she had either fallen a prey to a British, French or Japanese cruiser or foundered. Incidentally, she was the only German ship bound here that was said to have been sent to sea after the war began, all others being laid up as soon as they reached a neutral port. The intimation that she is at Guaymas is regarded as true, so, while mariners here have worried, the vessel has been in no danger.

MORE BALLAST SPACE SOUGHT

Plans Considered for Additional Berths for Vessels at Linnton.

In the event of delays in docking grain ships to discharge ballast should space at the dock of the Columbia Engineering Works, the Clark & Wilson mill and the North Pacific mill be filled, owners of trestle docks at Linnton, south of the plant of the Columbia Engineering Works, will be asked permission to lay ships there, to plank the inner side of the trestle, to drive dolphins and to brace the structure more securely so as to withstand the pressure of material dumped behind it.

Officials of the Commission of Public Docks and the Port of Portland Commission have gone over the situation to some extent, though admitting that there has been no material delay this season in getting rid of ballast in spite of the fact there have been times when more ships were towed here than could be accommodated in ballast berths. As the Clark & Wilson and North Pacific plants have taken care of ballast, congestion has been relieved at the regular dock.

ST. HELENS BOAT DIPS TODAY

Ninth Boat for McCormick Mill Will Be Launched.

ST. HELENS, Or., Jan. 18.—(Special.)—The St. Helens Shipbuilding Company has completed the ninth boat to be operated by the Charles R. McCormick interests from its mill here.

After the practice of naming the boats after waterfalls, this has been called the Wahama. The launching will be tomorrow. When the deckage fixtures have been put on the boat will be towed to San Francisco to receive its engine.

CURE YOUR COLD IN A FEW HOURS AND FEEL FINE

"Pape's Cold Compound" opens clogged nose and head and ends grippe.

Relief comes instantly.

A dose taken every two hours until three doses are taken will end grippe misery and break up a severe cold either in the head, chest, body or

EGON COMMITTEE.

AMUSEMENTS.

HEILIG Broadway at Taylor Main 1, A 1122
FORBES-ROBERTSON
FAREWELL (Positively His Last Appearance)
TONIGHT 8:15 Also Thurs. Eve.,
"THE LIGHT THAT FAILED"
Special Price Mat. Tomorrow 2 P. M.
HAMLET
Tomorrow (Wed.) Eve. 8:15
"PASSING of the THIRD FLOOR BACK"
Eve., $2 to 50c—Wed. Mat., $1.50 to 50c

BAKER THEATER Main 2, A 5360 Geo. L. Baker, Mgr.
Home of the Famous Baker Players.
Tonight; all week, Mats. Wed., Sat. Greatest of all Western cattleland plays,
"THE VIRGINIAN."
By Owen Wister. Immense cast and scenic production. One play in a thousand. Evenings, 25c, 50c, 75c, Box, $1. Sat. Mat., 25c, 50c, box, 75c. Wed. bargain Mat., all seats 25c (except box.) Next week—"Big Jim Garrity."

Orpheum
Main 6. Broadway, at Stark. A 1020
"Woman Proposes,"
Mr. and Mrs. Douglas Crane,
Milt Collins,
Brenner and Wheeler,
Stone and Hughes,
Rae Eleanor Ball,
Newhouse, Snyder & Co.,
Moving Pictures.

PANTAGES
MATINEE DAILY 2:30
Broadway and Alder.
Twelve Royal Japanese, Danny Simmons, Martell & Hatch, Wright & Lane, Jules Marceau & Co., Ted and Uno Bradley, Pantagescope. Phone Main 4636, A 2236.

MARCUS LOEW'S Empress
Matinee 2:15 P.M.
Night 2 Shows 7:30, 9:10
Big Musical Comedy
"LOVE IN A SANITARIUM."
5—OTHER BIGTIME ACTS—5
Choice Seats for First Night Show Reserved.
PRICES { Afternoons ....10c, 15c.
{ Nights ....15c, 25c.

AUCTION SALES TODAY.

AUCTION sale today at Baker's Auction House, 166-168 Park st. Furniture, etc. Sale at 10 o'clock.

MEETING NOTICES.

B. P. O. ELKS, NO. 142.—Members are requested to meet in the lodgeroom this (Tuesday) afternoon, 1:15 o'clock, whence they will proceed in a body to the undertaking parlors of F. S. Dunning Co., East Sixth and Alder streets, to conduct the funeral services over the remains of our late Brother George Butzer, member of No. 420, B. P. O. Elks. invited to attend. By

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J. W. RANSOM, MANAGER OF MUNICIPAL DOCK, IN WHOSE CARE SHIPMENTS FOR BELGIAN RELIEF HAVE BEEN PLACED.

limbs.

It promptly opens clogged-up nostrils and air passages in the head, stops nasty discharge or nose running, relieves sick headache, dullness, feverishness, sore throat, sneezing, soreness and stiffness.

Don't stay stuffed-up. Quit blowing and snuffling! Ease your throbbing head! Nothing else in the world gives such prompt relief as "Pape's Cold Compound," which costs only 25 cents at any drug store. It acts without assistance, tastes nice, causes no inconvenience. Be sure you get the genuine.—Adv.

BROWN'S Bronchial TROCHES

Clear the Voice

A great relief when hoarse or coughing.

Used by speakers and sihgers for over 50 years.

25c, 50c and $1.00. Sample Free.

John I. Brown & Son, Boston, Mass.

Juneau Lodge. Visiting brothers in order of the E. R.

M. R. SPAULDING, Secretary.

HAWTHORNE LODGE, NO. 111, A. F. AND A. M.—An informal meeting will be held this (Tuesday) evening at 8 o'clock, Masonic Temple. Brother J. D. Lee will give an address on "Early Pioneer Days in Oregon," followed by social. All E. A., F. C. and Master Masons invited. All members urged to attend.

C. E. MILLER, Secretary.

AINSWORTH CHAPTER OF ROSE CROIX, NO. 1.—Regular meeting in Memorial Hall, Scottish Rite Cathedral, this evening at 8 o'clock. By order Wise Master.

IMPERIAL LODGE, NO. 159, A. F. AND A. M.—Special communication this (Tuesday) evening, January 19, 7:30 o'clock, Masonic Temple, West Side M. M. All regular brethren cordially welcome. By order W. M.

W. P. ANDRUS, Secretary.

PORTLAND CHAPTER, NO. 97, O. E. S.—Stated communication this (Tuesday) evening, 334 Russell street. Social. By order of the W. M.

ANNA L. DUDLEY, Secretary.